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SECURITY INFORMATION

COUNTRY Germany (Soviet Zone)

REPORT

TOPIC Finow Airfield

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EVALUATION	<u>25X1</u>	PLACE OBTAINED	<u>25X1</u>
DATE OF CONTENT		25X1	
DATE OBTAINED		DATE PREPARED	<u>13 November 1951</u>
REFERENCES			
PAGES	<u>3</u>	ENCLOSURES (NO. & TYPE)	
REMARKS			

1. On 5 and 6 October 1951, there was noticeably little flying at Finow airfield but intensive traffic by air force motor vehicles. German laborers employed by the Soviet Air Force unit at the field said that jet fighters packed in large crates left by rail on 5 October. They also stated that they had learned from Soviet soldiers that the unmarried soldiers would have to leave for Danzig and the married soldiers for the U.S.S.R.
2. On 8 October, only one MiG-15 practiced flying over the field. It was rumored in Finow that the entire 2d and 3d Bns would leave and that only a small supply section would remain in Finow.
3. There was no flying at the field between 3 and 5 p.m. on 12 October. Many Soviet officers and EMI wearing black-bordered blue and red-bordered black epaulets were observed buying stationary and foodstuffs in Finow. They appeared to be new in Finow and not familiar with the shops. Some of the air force officers wore silver wings with crossed hammers, a wrench, and a superimposed Soviet star on their right breasts. Most of the officers were lieutenants and wore no decorations.
4. Between 2 and 2:30 p.m. on 12 October, there was no flying at the field. No soldiers or other personnel were observed. Truck occupied by air force soldiers, was seen at the field. A new low wooden building about 3 x 6 x 30 meters and with two entrances was being erected in the northeastern corner of the field between the assembly shop and the guardhouse. The runway lighting facilities previously seen in the eastern section of the field were still there.
5. In forest-subarea (Jagen) 216, east of the Finow-Biesenthal road, the previously reported radio truck and the four radio masts were still intact. No changes were observed on the two huts previously reported in Jagen 215, east of Jagen 216, and the radio installation in Jagen 175. The low wooden buildings of the old radio installation in Jagen 217, along Finow-Biesenthal road, were removed. A telephone line on poles was being strung from the huts in Jagen 215 to the restricted area near the Biesenthal railroad station. This work was supervised by two officers who arrived in sedan

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25X1 6. Sections of a Soviet shipment observed on 11 October included 8 railroad cars, some of which were loaded with trucks, [redacted] and sedans, [redacted] 3 express-train coaches and 15 boxcars which stood on another track; and 3 express-train coaches on the track leading from Pinow to the brass plant. Source learned from a railroad employee that between 6 and 7 p.m. on 11 October each of the converted boxcars were being occupied by about 20 soldiers who wore black-bordered black epaulets and that the 6 express-train coaches were occupied by dependents. The sections were then coupled together and allegedly left for Eberswalde during the night from 11 to 12 October. The train allegedly stopped at the Eberswalde railroad station on 12 October and proceeded to an undetermined destination that same evening. According to the same railroadman, between 9 and 13 October the Soviet komandatura in Pinow requested 150 cars which, after arrival, were shunted to the railroad siding in the restricted area at the field. The railroadman further said that he had observed 30 hut-like wooden crates in which the swept-back jet aircraft of the airfield were packed.

7. [redacted] soldiers and their dependents bought large quantities of foodstuffs in Pinow. According to Soviet soldiers, some of them were to be transferred to Brest Litovsk and others to Bernauchen.

8. Two trains left the airfield toward Eberswalde at 11 p.m. on 14 October. The first train of 900 tons (sic) consisted of 24 boxcars, and 30 flatcars each loaded with an aircraft crate containing jet aircraft parts. The other train of 400 tons (sic) consisted of an unidentified number of boxcars whose contents could not be determined. The trains, whose final destination was unknown, did not carry troops but were only accompanied by train guards.

[redacted] 9. At 7:10 a.m. on 13 October, a Soviet train of 20 flatcars, each loaded with a large crate, left Eberswalde freight railroad station. The crates, whose contents could not be determined, were almost as long and just as wide as a flatcar, and about 2 meters high with a pointed roof. They were apparently unpainted and had a weather-beaten grayish color. About one-third of the way up one front section of the crate there was an attachment about 50 x 70 cm which projected about 20 cm. The other front section had a similar but smaller attachment which was 35 x 60 cm and projected about 30 cm. A door was observed on one side. Crates of the same type were observed in the spring of 1951 between the railroad line and the buildings at the field, not far from the flight control building.

25X1 10. On 15 October, five Mig-15s covered with camouflage tarpaulins were observed at the field. There was no flying between 8:30 and 9:15 a.m. No new aircraft types were observed at the installation. The barracks buildings at the field were occupied probably by only a rear detail. No sentries were observed in the field area. Truck [redacted] was parked in front of the Pinow cemetery. The radio installation, previously located in the eastern section of the field, was removed whereas the installation in forest-subarea (Jagen) 175 was still there. The farmhouse of the Pinowfurth estate was occupied. No radio installation was seen in its vicinity. The radar set, previously located at the Pinow-North alternate airfield, was removed to the east edge of Eberswalde, about 1,500 meters south of the railroad signal station on the line toward Freienwalde.

[redacted] 11. No flying was observed at the field [redacted] One biplane and 4 swept-back jet fighters without auxiliary fuel tanks but covered with tarpaulins were parked in the north-eastern corner of the field. Motor vehicles truck [redacted] and radio trucks [redacted], auxiliary tank [redacted]. A German employed by the Soviets said that the air force unit had been transferred to Bernauchen. *

25X1 [redacted] Comment. [redacted] the air units and their ground units were transferred from Pinow airfield, possibly to the U.S.S.R. The first indi-

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cations of a transfer were reported on 30 September and 4 October 1951. [REDACTED]
[REDACTED]. The headquarters of the fighter
division with its two fighter regiments previously stationed in Finow and
the third regiment previously stationed in Neuruppin definitely left the
Soviet Zone of Germany toward West Litovsk. In addition to the shipments
stated in the present report, six trains from Finow and Neuruppin were
observed passing through Frankfurt/Oder en route to West Litovsk. [REDACTED]
[REDACTED]

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